

ARCHITECTURAL NOMENCLATURE.

It seems the fashion now to disparage the correctness of the terms which, since the revival of our ancient architecture, have been in use to designate its different phases, and the term "Decorated," as applied to the most beautiful period of its progress, has been often objected to before "Zeta's" letter. This term Decorated was designed not to mark a style throughout Pointed Architecture, but as it was originally promulgated "Decorated English," as applied only to the complete Gothic of our own country.

The Decorated style in this country was formed in the addition of lines giving softness of internal figure to the masses obtained by the mere working lines in the earlier style. The architects of that age give the greatest beauties (I may say wonders) of constructive effect, without seeming to be aware of the great proofs of their skill they were showing, and thus giving an allowed proof of their genius. Later architects produced, perhaps, more wonderful effects, but we lose the pleasure we had in following their predecessors, from the great number of upright lines, evidently for the purpose of support, which they introduced, and then, as in their fan tracery, with great disingenuousness forsaking them and evidently making use of some concealed means of support. The Decorated English may have no more work to it than the Early English, but the work is applied in a manner to produce more elegance by the greater freedom and play of the lines introduced. The term Decorated is derived from a Latin word, referring to elegance rather than adornment, and this aptly describes the style to which it is applied. Those who, like myself, have felt the relief to the eye on entering a Decorated church after a series of Perpendicular churches, will better appreciate the title than those who study their country's architecture in the present metropolitan improvements. It is like coming at last to the real building after long watching the progress of the scaffolding. With regard to our term Perpendicular, I scarcely think we can mend it as a descriptive one (and as such both of them are intended), as it describes not only more than two-thirds of the whole superficies of tracery, but the fan tracery itself is composed almost entirely of perpendicular lines, and only from the principle of their construction radiating instead of parallel. R.

A STRUCTURE FOR THE 1851 EXHIBITION.

We mentioned a short time ago that Mr. Turner, of Dublin, who constructed the new palm stove in Kew Gardens, had, in conjunction with his son, Mr. T. Turner, prepared a model of a structure of iron and glass for the 1851 exhibition. Since then we have seen a plan and elevation of the design, which shows that it is to occupy an area 1,440 feet long and 1,060 feet deep. The main building, which is, in truth, an enormous greenhouse, 1,020 feet long, has five domes of iron and glass; the central one 200 feet high to the crown, the others 150 feet high! Covered ways surround the whole, and railways are provided as well to convey the visitors from one end to the other, as the objects of manufacture to their standing place. Two steam engines are to give life to the machinery, and at the same time drive in an ample supply of fresh air. The projector's idea is that it should be erected permanently in the Green-park by a Joint-stock Company, who would let it for the purpose, and at other times use it for monster concerts, "winter garden," &c. &c. The cost is estimated at 300,000*l.*, and Mr. Turner states that there are parties ready to carry out the design on receiving the site for it free. This, of course, however, is obviously out of the question; whatever we may think of the building itself.

SHIP BUILDING IN THE UNITED STATES.

We learn from the American papers, that the amount of tonnage built in the United States in the year ending on the 30th of June last, was 256,577 tons, consisting of 1,547 vessels: of those 193 were ships, 148 brigs, 23 schooners, 208 steamers, and 370 sloops and canal boats.

INTERFERENCE WITH FOOTPATHS.

"For every evil underneath the sun
There is a remedy, or there is none.
If there be one, seek and find it;
If there be none, never mind it."

Your correspondents have drawn public attention to the disgraceful state of the footpaths in various roads, occasioned by the practice of heaping the stercoraceous scrapings of the roads in hillocks thereon, not only to the discomfort of the inhabitants, but oftentimes to the imminent danger of the pedestrian traveller. The evil is surely one of no ordinary character, and requires to be met by some extraordinary effort on the part of the resident ratepayers.

The Camberwell district, which is not very remote from that of your correspondent, was some time since infested much in the same way, and the trustees of the Surrey and Sussex roads, as well as the justices at quarter sessions, were appealed to upon the subject by petition, signed by 450 ratepayers.

The plan suggested by the petitioners was to form a ledge between the road and the footpath, for the use and hearing of the material in question,—and its adoption proves to be most efficacious. If your correspondent will indulge himself with half-an-hour's run some fine morning, he may have ocular demonstration of the fact as stated by Q. S.

NEW SUSPENSION BRIDGE OVER THE RIVER LOCHY.

A SUSPENSION bridge by Mr. Dredge, on his principle, has been erected over the river Lochy, between Fort William and Corpach. A dinner was given on the occasion, and we learn from the speech of the engineer that the span is 250 feet; platform nearly 17 feet wide; clear roadway 15 feet; the masonry at the base 28 feet by 16 feet, and built solid up to the roadway, 19 feet high, above which each arched entrance is 12½ feet wide and 20 feet high; and the top of the piers upon which the chains rest is 24 feet above the roadway, the whole tapering three-fourths of an inch to the foot in elevation, excepting four feet of plumb which supports the arches. It is built of granite rock-work. The versed sine of the bridge is one-tenth of the chord line, and it consumed 40 tons of wrought and cast-iron. The section of the four chains at the top of the piers is 50 inches, which taper to 0 at the centre of the bridge. The platform contains 3,600 feet of surface, which will admit of 360 head of cattle being upon it at one time, and this will be the heaviest load to which it will be subject. The foundation stone was laid on the 6th of August last, and deducting the time lost by inclement weather and short days, the bridge was three months in building. The cost was about 2,000*l.*

Books.

Tubular and other Iron Girder Bridges, particularly describing the Britannia and Conway Tubular Bridges; with wood engravings. By G. D. HEMPEY, C.E. Rudimentary Treatise. Weale, Holborn.

Trunks and Tubes on Self-supporting Principles: a few Words in reply to the Author of High-ways and Dry-ways. By THOMAS FAIRBAIRN. Longman and Co.; Simms and Denham, Manchester.

This first of these little books contains an excellent digest of the experiments and other proceedings which led to the discovery of the cellular self-supporting principle, and the discarding of the principle previously designed for the great iron bridges on the Holyhead line of railway.—As for Mr. Fairbairn's response to Sir F. B. Head's "High-ways and Dry-ways," in the *Quarterly Review*, we need not again enter on this already vexed enough question, which may now be safely allowed to fall asleep with the assured hope of a reawakening rid of all ruffled feeling, restored to its own right senses, and standing on its own proper feet and inches.

BRADFORD WORKHOUSE COMPETITION.—The decision appears to rest between Mr. Atkinson, of York, and Mr. Lockwood, of Bradford.

Miscellaneous.

BUILDERS' BENEVOLENT INSTITUTION.—We are glad to hear that the proposed anniversary ball in aid of the funds of this institution, already mentioned by us, has been taken up very warmly, and promises a most successful issue. Between five and six hundred tickets are already disposed of: the total number, however, ought not to be less than a thousand. A list of the stewards will be found in our advertising columns, from any of whom tickets may be obtained by respectable parties, and we advise such of our readers as are willing to do good, and spend a pleasant evening by the same moderate investment of capital, to lose no time in applying. If this ball enable the committee to commence the erection of an asylum, it will be dancing to some purpose: we earnestly hope it may.

THE BUILDING ACT.—In the preparation of Acts of Parliament, it is generally found that those which are of general and important character, have less attention paid to their provisions than ordinary ones; there is not only ambiguity in the wording of them, but the dubious construction of their clauses is the reason for the creation of ministerial officers to elucidate the meaning of the legislature. In a matter of so much importance as the Building Act, the provisions should at any rate be clear to the comprehension of the architects of this metropolis, yet strange to say, none are now permitted to comprehend them but the district surveyors. As this Act will come under the revision of the legislature in the ensuing session of Parliament, I do hope that more care will be taken in the several sections, so that they be made lucid to all professional men, and that the Committee do not confine their inquiries to district surveyors alone, but to all parties interested in so important a subject. The difficulties and mischiefs which have arisen from the present Act, far exceed those of the original one, and demand a very full inquiry, so that the reading may be as comprehensible as the laws of Moses, and the monopoly of the district surveyors' self-interpretation be entirely abrogated.—AN ARCHITECT OF THIRTY YEARS' STANDING.

INSTITUTION OF CIVIL ENGINEERS.—On Tuesday, Jan. 22, Mr. William Cubitt, President, in the chair, the paper read was, "On the Periodical Alterations and Progressive Permanent Depression of the Chalk Water Level under London," by the Rev. J. C. Clutterbuck. The general conclusion drawn from facts was, that the rapidity of exhaustion from Artesian wells under London greatly exceeded the rapidity of the supply; that the amount of defalcation was marked, and could be measured by the extension of a progressive permanent depression, proving that the supply of water from the chalk stratum became each year more precarious, and less to be depended upon, even should there be no addition to the Artesian wells in and around the metropolis. On the other hand it was contended, that from the great extent of surface whence the chalk derived its supply, there might be such a surplus store of water as would warrant any amount of pumping for the domestic supply for the metropolis. The discussion was announced to be continued at the meeting of Tuesday, January 29, which would be entirely devoted to it.

THE "NE PLUS ULTRA STOVE" seems to have almost brought another victim to his *ne plus ultra*, as recorded in the *Times* last week. To endanger life by the advertised assurance that any such stove may safely be used in a sitting-room without a chimney or a pipe through which the deadly "choke damp" of combustion may freely escape, implies either reckless and criminal falsehood, or a scarcely less culpable ignorance on the part of the advertisers and disposers of the article. A stove "not only smokeless but self-consuming" is an absurdity in the sense implied, namely, that it either will or can "consume" its own dangerous choke damp, or carbonic acid gas. No such stove either is, or ever was, or probably ever will be made. The actual process is in truth the very contrary of that into which it is designed, or at least likely, to deceive the public,—it is a "consuming" of charcoal, smoke, &c., into the dangerous agency, not out of it.